

# The Hongkong Telegraph.

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MONDAY, JULY 12, 1909.

一月二十號

\$36 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS \$15,000,000  
Sterling £1,500,000 at 5/- = \$15,000,000  
Silver \$14,500,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
Hon. Mr. W. J. Gresson—Chairman.  
H. E. Tomkies, Esq.—Deputy Chairman.  
J. W. Bandow, Esq.  
M. G. Barrett, Esq.  
G. S. Gibbons, Esq.  
W. Helms, Esq.  
C. R. Leutmann, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH  
MANAGER:  
Shanghai—H. E. R. HUNTER  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 18th May, 1909. [30]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,500,000  
RESERVE FUND \$1,575,000  
RESERVE LIABILITIES OF PROPRIETORS \$1,500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balances.  
On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,  
Manager.

Hongkong, 9th April 1909. [22]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,750,000  
ABOUT MEX \$7,225,222  
RESERVE FUND GOLD \$3,250,000  
ABOUT MEX \$7,225,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREE DANBURY HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, collects Money in Current Account at the rate of 1½ per cent. per annum on daily balances and accepts Fixed Deposits at the following rates—  
For 12 months 4½ per cent. per annum.

6  
5  
4  
3  
2  
1

No. 9, Queen's Road Central,  
Hongkong.  
W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1909. [18]

NEDERLANDSche HANDEL MAATSCHAPPIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.  
PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).  
RESERVE FUND FL. 5,752,884 (about \$479,407).

Head Office—AMSTERDAM.  
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Surabaya, Cheribon, Tegal, Pekalongan, Paseroean, Tjilatap, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Bandjernasie.  
Correspondents at Macassar, Fremantle, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Malacca, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 1½ per cent. per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.  
Do 6 do. 4 do.  
Do 3 do. 3½ do.  
J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th July 1909. [16]

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP \$24,000,000  
RESERVE FUNDS \$15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. CHEFOO. TIENSIN.  
KUM. PEKIN.  
OSAKA. NEWCHWANG.  
NAGASAKI. DALNY.  
LONDON. PORT ARTHUR.  
LYONS. ANTUNG.  
NEW YORK. SAN FRANCISCO. LIOYANG.  
HONOLULU. MURKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.

On Fixed Deposits—

For 3 months 4½ per cent.  
6 " 3½ " " " 2½ "

TAKAO-TAKAMUJI,  
Manager.

Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
LAW OF DIRECTORY—BERLIN.

BRANCHES

Berlin. CALCUTTA. Hamburg. Hankow.  
Kobe. Petrop. Singapore. Tientsin.  
Tsinanfu. Tsinlung. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehaendlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Maurit. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [13]

Intimations.

THE SAVOY.

The SAVOY beg to inform

their customers and residents  
that they are disposing of  
their stock at cost, price,  
owing to their removal to  
new premises.

Monarch Shirts and Gentlemen's Underwear a specialty.

13, QUEEN'S ROAD.

THE SAVOY.

Hongkong, 19th June, 1909. [19]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$6.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag  
ex Factory.

SHEWWAN TOWNS & CO., General Managers.

Hongkong, 15th August, 1909. [18]

For Terms, &c., apply to the

MANAGER.

Hongkong, 16th July, 1909. [18]

Intimations.

THE SAVOY.

Hongkong, 16th July, 1909. [18]

## Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID	SIMLA Capt. C. D. Goldsmith, R.N.R.	About 15th July	Freight and Passage.
and MARSEILLES	Capt. C. D. Goldsmith, R.N.R.	15th July	Passage.

SHANGHAI, MOJI, KOBE, SYRIA & YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 16th July	Freight and Passage.
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SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 22nd July	Freight and Passage.
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LONDON, &c., via usual Ports	DELTA Capt. B. W. H. Snow	24th July	See Special Advertisement.
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For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th July, 1909. [14]

## Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.

Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Cut.

Capstan Navy Cut.

Medium and Full.

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.

State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO. [18]

Champagnes, Marsalas, Ports, Burgundies, Brandies, Whiskies, Bitters,	Sherries, Madeiras, Claretts, Hock and Moselles, Gins, Vermouths, Liqueurs, Ales, Beers and Stouts.
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CALDBECK, MACGREGOR & CO., LTD.

WINE AND SPIRIT MERCHANTS.

15, Quon's Road Central.

Hongkong, 3rd June, 1909. [15]

## Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Bath, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,  
MANAGER.

Hongkong, 16th July, 1909. [18]

Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. Radermann	WEDNESDAY, 14th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Bieler	About WEDNESDAY, 14th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORMO" Capt. F. Sembl	TUESDAY, 13th July, 10 A.M.

For further particulars, apply to:

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 9th July, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST-SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	2nd Aug., P.M.
MARSEILLES, VIA PORTS	CALEDONIEN	Bruno	3rd Aug., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to:

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS

Hongkong, 5th July, 1909.

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## MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDQUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETT &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

NO. 1 &amp; 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—  
Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

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TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 103, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

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TO LET.

OFFICES and ROOMS on the 1st and 2nd floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Toney &amp; Co.). Rents low.

Apply to—

THE COMPRADORE DEPARTMENT,

E. D. Sasson &amp; Co.,

Queen's Road Central.

Hongkong, 24th February, 1909.

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TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 1st June, 1909.

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TO LET.

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 1st June, 1909.

[412]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Docking Length ..... 515 ft.

Width of Entrance ... 80 "

Water on Blocks .... 28 "

## NO. 2 DOCK.

Docking Length.....376 ft.

Width of Entrance... 50 "

Water on Blocks ... 26 "

## NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION)

Docking Length.....481 ft.

Width of Entrance... 63 "

Water on Blocks .... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

Tools and tools are of recent patterns for dealing quickly and cheaply with work and a stock of material is always at hand, (plates and angles all being tested by Lloyd's Surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Soette, A. I. and Watkins.

Vokohama, April 28th, 1903.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## ANNUAL REPORT.

The twenty-seventh annual report of the board of directors states—

The directors now submit their report and statement of accounts for the year 1908.

The depression in Trade and Shipping, to which allusion was made in last year's report was intensified during 1908, and the year's accounts show a loss of £33,255. 15s. 9d. To meet this, and to provide for the depreciation of the fleet, £55,358. 12s. £80,000 has been taken from the underwriting account, and £10,000 from the general reserve fund. After making these appropriations, and meeting all expenses chargeable upon the year, there remains a balance of £15,162. 0s. 8d. which will be carried forward.

The later reports from China have been of a more reassuring character. Freights in many directions have shewn a considerable improvement, and there is reason to hope that this improvement will be continued. A Committee of the board has been for some time, and still is, closely considering the heads of expenditure with a view to effecting any economies which might be found possible.

No additions have been made to the Company's fleet during 1908, and no building contracts have been entered into.

During the present year advantage has been taken of low rates to cover the bulk of the insurance on the fleet outside, instead of carrying it in the company's underwriting account.

The retiring directors are Mr. W. Peterson and Mr. W. W. Dickenson, who, being eligible, offer themselves for re-election.

Messrs. Turquand, Young &amp; Co., the Auditors, retire and will be proposed for re-election. By order of the Board,

A. G. WELLS,

Secretary,

9, Cornhill, London, 19th Ju [illegible], 1909.

BALANCE SHEET AT 31ST DECEMBER, 1908.

Liabilities. £ s. d.

To share capital: Authorized £1,200,000, divided into 120,000 6 per cent. cumulative preferred, ordinary shares of £5 each, ... Subscribed and paid up—

49,579 cumulative

ordinary ..... £247,945 0 0

49,589 deferred

ordinary ..... 147,945 0 0

49,580 o o

To first mortgage debentures—

First issue of £345,000

Subscribed and issued ..... 265,825 0 0

Also £60,000 issued and lodged with bankers as security for temporary loans as may be required

To balance of underwriting account ..... 18,891 18 11

To sundry creditors in London and China ..... 78,823 13 8

To loans ..... 10,000 0 0

To deposits ..... 10,095 15 9

To balance from revenue account 15,162 0 8

£1,042,688 9 0

Assets. £ s. d. £ s. d.

By steamships, hulls, ferrys, houses, &amp;c. .... 988,054 18 4

Less depreciation written off for this year ..... 55,581 2 0

932,696 6 4

By coals and provisions on board ships and godowns ..... 10,891 7 0

By office furniture ..... 58 1 0

By sundry debts in London and China Agents' balances, freights, &amp;c. .... 70,016 0 11

By cash in Lon'on and China ..... 13,605 11 5

By expenses of debtors issue, less issue ..... £18,240 12 9

Less written off at the rate of 10 per cent. per annum ..... 1,824 1 3

16,416 11 6

£1,042,688 9 0

## REVENUE ACCOUNT.

For the year ending 31st December, 1908.

Dr. £ s. d. £ s. d.

General charges and telegrams in London and China, including directors, trustees and auditors' fees ..... 6,602 17 4

To general interest ..... 4,698 4 2

To debenture interest ..... 12,636 10 6

To expenses of debtors issue, amount written off ..... 1,824 1 3

To loss on working of steamers for the year ..... 7,480 2 6

33,255 15 9

To depreciation account—On steamships, &amp;c. .... 55,358 12 0

To balance transferred to balance sheet ..... 15,162 0 8

£1,042,688 9 0

Cr. £ s. d. £ s. d.



## Intimation.

A. S. WATSON & CO.  
LIMITED

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.Watson's  
HYGIENOL,  
AND  
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDE

Price per Pint..... 50 cents  
Gallon..... 2.00

A. S. WATSON & CO.,  
LIMITED,  
HONGKONG DISPENSARY  
AND  
KOWLOON DISPENSARY,

Hongkong, 17th March, 1909.

Interpret the discretionary powers conferred on them in a generous spirit—is empowered to arrest at night those of the Chinese community who offend against the law by inadvertently, shall we suggest, spitting in a public place, meaning public buildings, vehicles, wharves or sidewalks; then, to quote: "the daily number of arrests under this section alone, will be so immense that the strength of the force, the time of the courts and the accommodation of the gaol will be taxed to their utmost limit." Moreover, the enforcement of the law will give rise to considerable friction between the European firms, and their Chinese customers, who are in almost every transaction represented by their servants. These servants, more or less addicted to the habit of spitting, form a very important factor in business. Should they be driven into avoiding the premises occupied by European firms a dislocation of business, and a rupture of the friendly relations existing hitherto between the European merchants and their Chinese customers will inevitably result." Then what are the Sikh and Chinese policemen going to do? Are they going to make fish of one and flesh of the other? Are they to determine the enormity of the offence by the area of the spit? Or are they to use the power thus given them to harass the Chinese and employ it as an instrument of revenge and blackmail? It is true, that the proposal has been made to instil cuspids in all public buildings but what Chinaman or other person who has been accustomed to emulate the beggar, by giving away something which the rich man keeps, will remember, till it is too late, that such a thing as a spittoon has been placed there for his convenience? In the United Kingdom, the public have been educated to the pitch of curbing the desire to expectorate, whenever the feeling comes over them. But not quite, be it understood, otherwise why those signs on trams and placards in places entreating the citizen not to spit? Who ever heard in England of a prosecution for this offence which has aroused the indignation of the Chinese? There may have been cases but we do not, for the moment, recall them, and in our opinion the average policeman at home has so many more important duties to perform that he would probably find it unprofitable to arrest an individual who had committed this admittedly odious but nevertheless not unnatural "crime." Moreover, not only would he be made the butt of ridicule by his comrades, but it is probable that his superiors would look askance at the officer whose diligence was mainly confined to the apprehension of otherwise worthy citizens for a trivial offence to the neglect of his proper duties. The arrest of persons for spitting in public places would be on a par with the arrest of small boys for riotous and disorderly conduct in as much as they reviled the constable on his beat and ran away precipitately. Such cases have happened in England; so there is no reason why they should not happen in Hongkong the enlightened. Reverting again to the spitting question, from which we have digressed as the result of past incidents crowding on the mind, the idea of the petitioners is that "in order to mitigate such a nuisance your petitioners firmly believe that under the present conditions and circumstances, and in view of the situation of Hongkong, time and educational measures will be found more effective than coercion by legal enactments." His Excellency the Governor appeared to entertain similar views, when he graciously promised that no regulations would be made for a period of six months; but your petitioners are humbly of opinion that it would appeal more to the Chinese, if section 8 itself was deleted and the consideration of passing such a law postponed. The adoption of the former course has still a tendency to wound the susceptibilities of a large section of the Chinese community, while the adoption of the latter will clearly demonstrate that His Majesty's Government has no intention, at any time, to harass the Chinese community with irritating legislation or to coerce them into compliance by threats." That is a sane and sensible conclusion—to trust to time and education rather than to legal coercion to abate the nuisance. It was the Colonial Secretary who said that the law would be futile if no penalty was attached, because it would resemble a gun for which no cartridges had been provided, or words to that effect. Well, as the Chinese show, the adoption of stringent sanitary measures and the expenditure of strenuous endeavours to enforce them met with little or no success until the co-operation of leading Chinese gentlemen had been obtained and the sanitary laws relaxed. The petition of the Chinese, backed up as it is by influential firms, is worthy the consideration of the local Government. We confess we have little hope of its success in London unless the Governor here gives it the justifiable benefit of his countenance; for it is not at all improbable that it will fall into the hands of a subordinate permanent official and conveniently shelved. In all we have said we do not wish it to be understood that we argue in favour of the spitting habit; what we maintain is that less drastic measures should take the place of those which it is proposed to enforce, against the united ceiling of the Chinese community.

## TYphoon Night Signals.

Perhaps the principal topic of conversation during the last day or two in those circles where budding scientists and acknowledged orators abound has had reference to the mysterious, evanescent typhoon which has been hovering round the Colony like some Oriental spectre of evil for nearly a week. Day after day, the Observatory has reported that the typhoon was within three hundred miles of the Colony, as if that were any consolation to the average neophyte in such matters. Not only so, but the typhoon has persisted in remaining within the dangerous zone, threatening all the time to pounce down upon a peaceful and placid people. Night after night the eminently respectable citizens of this sentinel outpost of the Empire—which is rather an appropriate phrase in these patriotic days—have gone to bed, perhaps a little later than usual but always at a reasonable hour, in the sure and certain hope of being awakened before daybreak by the crashing of broken glass, the whirling of shattered jalouses, and the roar of demon-wind. Their hopes have been sadly blighted and now there is no faith in them. Here is a typhoon which sends along a herald every now and again to announce its coming and many cautious residents prepare for its arrival by leaving all their moveable goods in such a position that they may become the sport of the storm and thereby add to the spectacular picturesqueness of the scene. For after all, what is the use and purpose of a typhoon but to enable one to recount the tremendous, the irreparable losses he has sustained by the latest evidence of nature's frenzy? Yet that typhoon hangs back like the maiden of bashful fifteen, and the worst of it is that it neither advances nor retreats. The Director of the Observatory, not only condones its conduct but actually aids and abets it by keeping the danger signal at the flagstaff. It is this sort of thing that brings the Observatory under the scorn of acute amateur meteorologists, because in their opinion it is the duty of the Director to inform that stationary and recalcitrant typhoon either to forge ahead at once or betake itself to its own quarters, otherwise it will be arrested on a charge of trespassing on His Majesty's dominions. Because, in reality, this stranger at our gates is a stranger in very truth, an alien and apparently an outcast, who deserves neither pity, sympathy nor esteem. It was raised nobody knows where; it simply grew like Topsy; and now it plays its silly pranks on a trusting Colony like Hongkong, where simple faith may be picked up in the gutter while Norman blood flows like a river on the upper levels. As we have said all these preparations to welcome the visitor, and enjoy the delightful sensation of shudder and a shriek have been rendered nugatory—to use an official term—by the perverseness of an inconsiderate and, for all we know, cheap-tinselled typhoon, which is neither here nor there nor anywhere else. And, again, consider the troubles of the newcomer who has never seen or realised what a typhoon is made of or what it can achieve? The only persons who seem to derive any satisfaction from the vagaries of this particular storm-warning are the master mariners, who prove conclusively that the typhoon does not exist or, if it ever did, it has made violent tracks for Hainan Straits, for as there was a depression at the Paracels and Pratas Islands lately came into considerable prominence it is obvious to the keenest intellect that the typhoon is bound for Hainan to disperse itself somewhere in the region of Indo-China. Q.E.D. One feature of these discussions has been the suggestion that the Observatory might follow up its system of day signals, which give both the direction of the wind and approximate contiguity to Hongkong, by adopting a system which would afford the same particular at night. At present the night signals simply declare (1) that the typhoon is believed to be more than 300 miles from the Colony—green, green, green; (2) that it is believed to be within 300 miles—green, red, green; and (3) that the wind may be expected to increase at any moment to full typhoon force—red, green, red. It is submitted that if, in addition to these, a white signal was added it might be possible to frame a code which would meet the requirements of the shipping community. For example, any vessel at Kongmoon could be kept informed by telegraphic despatch, of the direction of the wind throughout the night and thereby the master could decide whether it was advisable or not to make the passage to Hongkong by that route. The question is one which might be considered by the Director of the Observatory as well as the Harbourmaster. We give it for what it is worth but there certainly seems to be something in it.

It is reported that Commissioner Tang Shao-yi will be appointed President of the Waiwupu, Grand Councillor Chang Chih-tung has obtained leave on account of indisposition.

It is stated that H. E. Tuan Fang, Viceroy at Nanking, was present on the 5th to lay the foundation stone for the Nanyang Industrial Exhibition. A large number of guests were invited on this auspicious occasion.

## An Insurance Dispute.

## ECHO OF THE TYphoon.

CHINESE SHIPPER'S CLAIM AGAINST  
INSURANCE COMPANY.

An action which will interest the shipping world occupied the attention of the Chief Justice (Sir Francis Piggin) in the Supreme Court, the whole of today, and is expected to continue for several more days.

The case in question is that in which the Kai Tai firm of traders, 326, Des Voeux Road West, is suing the International Lloyd Insurance Company of Berlin with offices at Prince's Building, for the recovery of the sum of \$5,500.

The plaintiff's claim is for the loss, under a contract of insurance upon a cargo of betel-nut shipped on board the steamer Sun On on the 27th July, 1908, at Hongkong for delivery at Samshui and Wu Chow. The plaintiff's claim is the sum of \$5,500 and interest.

## STATEMENT OF CLAIM.

When the proceeding opened, Sir Henry Berkeley dealt with the statement of claim, which we present below, as follows:

The plaintiffs have for some years immediately prior to the 27th July, 1908, done marine insurance business with the defendant company through their agents. By arrangement between the plaintiffs and the defendant company the course of such business was as follows:—At the time of making an application for a policy of marine insurance, such application was made in writing on a prescribed form contained in a counterfoil book; if such application was accepted, the application form was received into the office and the counterfoil was "stamped" by the defendant company, and the premium, therein stated became owing but was not then payable; a policy of insurance duly stamped was then handed to the plaintiff on the day following the acceptance of the application, or as soon thereafter as possible, and the stamped policy was then taken to the manager of the defendant company and was signed by him; an account of premium owing was kept between the plaintiff and the defendant company, and what was due was paid by the plaintiff to the defendant company at the end of each current year. At or about 3 p.m. on the 27th July, 1908, the plaintiff through the broker of the defendant company made an application to the defendant company for a policy of marine insurance for \$5,500 against perils of the sea on certain goods, to wit, 263 bags of betel-nut to be shipped on board the steamship Sun On, risk to continue until the bags of betel-nut should be safely landed at Samshui and Wu Chow. The application was written out by the plaintiff on a form taken from the counterfoil book of application forms used by the plaintiff in their business with the defendant company. The application was handed to the broker of the defendant company and accepted by him. At or about 3 p.m. on the 27th July, 1908, the application was taken to No. 176, Wing Lok Street by the plaintiff with the counterfoil book of application forms to Lam King Hing, the agent of the defendant company, who accepted the counterfoil book, thereby accepting the risk; the application itself was subsequently at 4 p.m. on the 27th July, 1908, delivered and received by the defendant company at the office of their agents, Messrs. Sander, Wieler & Co.

A stamped policy of insurance in respect of the goods to be shipped on board the s.s. Sun On. Defendants say that it, which was signed by the manager of the defendant company or any representative duly authorised and no premium becomes owing or payable in respect of any such application, agreement or policy unless and until the application, agreement or policy has been so signed by such manager or representative for the time being. Neither the manager of the defendant company's agents (Messrs. Sander, Wieler & Co.) nor any representative on the 27th or 28th July signed any application for or any agreement for a policy of marine insurance in respect of the goods to be shipped on board the s.s. Sun On. 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**Telegrams.**

**HONGKONG TELEGRAPH**  
SERVICE.

**ADMIRAL LI CHUN.**

DENOUNCED BY A CENSOR.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

A certain censor has denounced Admiral Li Chun, commanding the South China naval forces, for his alleged sympathy with a certain Frenchman.

The memorial denouncing Admiral Li and containing various proofs of the allegations has been pigeon-holed.

**SHANTIUNG.**

THE NEW GOVERNOR.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

The new Governor of Shantung, Shun Po-ki, will start for his post on the 15th inst.

**WAIWUPU.**

THE PRESIDENT'S RESIGNATION.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

Liang Tun-yen, president of the Waiwupu, has decided to tender his resignation owing to the numerous difficulties he has met with in conducting negotiations with foreigners.

**THE BRITISH SQUADRON.**

A NORTHERN CRUISE.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

The British Minister has applied to the Waiwupu for permission for certain cruisers to cruise around the waters of Hupeh.

The Waiwupu has acceded to the request and has telegraphed to the Governor of Hupeh to accord the British Squadron a cordial reception.

**CHINA AND RUSSIA.**

THE SPECIAL ENVOY.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

Tai Hung-tze, who proceeded on a special mission to Russia to return thanks, has decided to return at the end of the present moon.

**CHINESE STUDENTS.**

PREFERENCE TO AMERICAN-BORN CHINESE.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

The President of the Board of Education is in favour of selecting Chinese boys resident in America for education there.

**CHINA AND AMERICA.**

LOANS FOR NAVAL REORGANISATION.

[By courtesy of the "Sheung Po."]

Peking, 11th July.

It is rumoured that President Taft is willing to make loans to China for the reorganisation of her Navy.

The Grand Councillors have telegraphed to Wu Ting-fang, Chinese Minister to Washington, to ascertain if the rumour is well founded.

**A DOG CLAIM.**

ACTION AGAINST A POLICEMAN.

Before Mr. Justice Gompertz, the Supreme Court, this forenoon, the case was concluded a which Mr. A. W. Illott, chief time-keeper of the Kowloon-Canton Railway, stationed at Shatin, is suing Policeman Grant, of Kowloon, to recover the sum of \$25 damages for injury of a dog by shooting at it.

Mr. A. Holborow, of Messrs. Deacon, Looker and Dacon, appeared for the plaintiff. Mr. P. W. Godfring, of Messrs. Goldring, Barlow and Morris, defended.

Evidence was heard to the effect that on the 1st inst., while defendant was passing plaintiff's house, with his dogs following him, the latter's dog began barking. The defendant was alleged to have drawn his revolver and fired four shots, of which only struck a dog on the thigh. Plaintiff's dog, it was stated, did not leave the area.

It was alleged for the defence that the shooting was justified, as the dog attacked defendant's dog.

Judgment was entered for the plaintiff for

**VICTORIA RECREATION CLUB.**

DIAMOND JUBILEE.

AQUATIC FEST.

Quite an interesting programme was gone through last Saturday afternoon at the Club's enclosure before a fairly large number of spectators, which gradually increased towards the end of the Fête. The swimming contests on a whole were very good, the finishes in the handicap events being exciting. The feature of the day's sport was the last event.—The Water Polo match between two selected N. R. C. teams, who gave a fine exhibition of how water polo should be played. The Club's enclosure looked very pretty, decorated with bunting, &c. and a large kindly lent by the P. and O. added greatly to the comfort of the spectators.

Altogether eight events were gone through between 4 and 6.30 p.m., as follows:—

Event 1.—Two Lengths Handicap.

This was run off in two heats, the first being won by H. W. Peterkin (owes 2 seconds) with A. S. Ellis second (owes 6 seconds); the finish of this race was very close. C. C. C. Rodrigues (owes 6 seconds), won the second heat with P. M. Remedios (owes 14 seconds), a good second.

Event 2.—Running Header from Springboard. A good number competed in this, which was won by M. A. R. Souza with F. B. da Silva a close second.

Event 3.—Four Lengths Handicap. Four started in this race, the limit man, A. S. Ellis, won by about three yards, with P. M. Remedios (scratch) second.

Event 4.—Plunging. Ellis carried off the honours in this with F. K. Tate second.

Event 5.—Lime race 2 Lengths to be done in 1 minute and 30 seconds.

A very big number of contestants competed, the bath being pretty well filled. H. S. Jephson was the lucky one to reach home in about 90 seconds; L. E. Lammett was second.

Event 6.—Duck Hunt.

A duck was thrown in the water of the bath which denoted the signal for all the competitors to take the water and in less than a minute Ellis caught the bird which had to be changed for another. A second duck was thrown in the enclosure and this was the funny event of the day, the duck diving and swimming under water, appearing at all points with the swimmers hard in pursuit; it managed to get clear of the bath and swam out as far as Murray Pier; it was caught by Ellis again.

Event 7.—Team Race.

The issue of this looked very doubtful and some good swimming was seen, the favourite team (Barros) winning easily. The team was composed of A. V. Barros, A. J. V. Ribeiro, F. L. Roza, E. M. O. Remedios, M. A. R. Souza, Silveira Neto, and W. J. Carroll.

Event 8.—The last event of the day, the Water Polo match between teams drawn from the Club, was as follows:—

Blues:—L. E. Lammett, J. Forbes, A. H. Carroll, A. S. Ellis, A. J. V. Ribeiro, e. V. Barros and J. M. C. Lopez.

Whites:—A. E. Alves, F. K. Tate, J. M. Rosa Pereira, O. R. Chunyut, F. L. Roza, C. A. C. Rodrigues, and P. M. Remedios.

The game was fast throughout and, after a very hard struggle, ended in a win for the Whites by two goals to one.

**SMOKING CONCERT.**

The conclusion of the day's revels was fittingly celebrated by a "smoker" which was held in the well-appointed gymnasium of the Club, which was for the time being transformed into a concert hall. The electric fans which were temporarily installed through the thoughtlessness of the Committee cooled the stuffy atmosphere of the evening, and was greatly appreciated. Outside, the entrance to the Club-house and the grounds were brilliantly illuminated with Chinese lanterns, the principal feature of the scheme of decorations being the figures "1890-1900" denoting the age of the Club, in electric bulbs, displayed in a prominent part of the building. Crowds of Chinese, to whom a spectacular exhibition invariably appeals, gathered outside to view the tasteful embellishments with admiration.

Shortly after one o'clock, members began to troop in, and after a goodly number had gathered, the excellent orchestra of the Sociedade Philharmonica opened the concert with a pleasing selection which was received with great ovation. Mr. Frank Lammett, the genial Secretary of the V.K.C., presided at the merry gathering, and invited the proceedings with a breezy humour, which was pleasantly infectious. During the early part of the programme, he produced and read a letter from H.E. the Governor, to the evident delight of those present. The message reads as follows:

Mountain Lodge, Hongkong.

DEAR SIR,—Will you be so good as to offer to the members of the V. R. C. my most hearty congratulations on this 60th anniversary of its inauguration?

Probably at no time during these past sixty years has the Club been in a better condition than it is to-day, and I wish it every success and prosperity.—Yours very truly,

F. D. LUGARD.

President, V. R. C.

The first vocal item was the song "I Claim You" by Mr. L. E. Lammett. Mr. Lammett was in excellent voice and his selection greatly pleased the audience. Mr. W. G. Worcester, of "Barry" fame, supplied the comic element of the evening, and had to respond to a difficult encore, the only one of the evening. The English Rose" by Mr. E. A. Ayris was appreciated, Mr. R. White's (of the "Zemar") "The Night Watch" was splendid and was vociferously encored. Mr. R. L. Bridger gave his old favourite, "The Noisy Johnson" in his usual capital style, while Mr. L. E. Lammett appeared for a second time in the dashing song of the "Jolly Old Cavalier," which was given a hearty reception. Mr. F. Gonzales' violin solos were well received, that gentleman being obliged to respond to encores demanded by his hearers. Mr. Goldschmidt obliged with a French song, which was rendered in the intimitable style of the man from the "Comedie-Francaise." Too much praise cannot be bestowed on the members of the Sociedade Philharmonica, whose services were a decidedly strong acquisition for the success of the concert. It was noticed that more than one member, whose name was down on the programme were unfortunately absent, but in spite of this fact, Saturday's smoker was a decided success and will long be remembered in the annals of our oldest aquatic institution.

Mr. A. Holborow, of Messrs. Deacon, Looker and Dacon, appeared for the plaintiff. Mr. P. W. Godfring, of Messrs. Goldring, Barlow and Morris, defended.

Evidence was heard to the effect that on the 1st inst., while defendant was passing plaintiff's house, with his dogs following him, the latter's dog began barking. The defendant was alleged to have drawn his revolver and fired four shots, of which only struck a dog on the thigh. Plaintiff's dog, it was stated, did not leave the area.

It was alleged for the defence that the shooting was justified, as the dog attacked defendant's dog.

Judgment was entered for the plaintiff for

**PROPERTY SALE QUESTIONED.**

LEAVE TO APPEAL TO PRIVY COUNCIL ALLOWED.

In the Supreme Court, to-day, before the Full Court, comprising the Chief Justice (Sir Francis Pigott) and Mr. Justice Gompertz, the adjourned application for leave to move the Privy Council in the matter of the Hip On Exchange and Loan Company, Limited, and the Hongkong and Manila Yuen Shing Exchange and Trading Company, Ltd. (appellants) and Li Po Yung and Li Po Kam (respondents) was heard.

On Friday last, it will be remembered, this application came up, but was adjourned owing to certain inaccuracies which appeared in the petition. This, however, had been put right and the application was granted.

The last appeal, as it was brought before the Full Court some time ago, was for the reversal of a judgment delivered by the Chief Justice in an original action in so far as it directed:—(1)

That the sale by the appellants to Kwok Yik Ting of certain property, the subject of a counterclaim, be set aside, and that the consequent entries be made in the Land Office Register; (2) that the appellants' claim, as plaintiffs in the action, be dismissed as against the respondent Li Po Yung with costs; and (3) That the appellants and Kwok Yik Ting (the defendant to the counterclaim) pay to Li Po Yung his costs of the counterclaim.

The Court gave decision a few days ago, on the 28th ult., to be precise, and dismissed the appeal.

Mr. H. L. Denny (of Messrs. Dennys and Bowley) in the absence of Mr. H. E. Pollock, K.C., (now away) appeared for the Hip On and Yuen Shing Companies. Sir Henry Berkeley K.C., instructed by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Dacon), represented Kwok Yik Ting. Messrs. M. W. Slade and E. Potter, instructed by Mr. F. Page (of Messrs. Bruton and Hett), appeared for Li Po Yung.

**THE PRADA EAST HOTEL.**

**APPLICATION FOR TRANSFER REFUSED.**

A meeting of the Justices of the Peace was held at the Magistracy, this afternoon, in order to consider the application from R. H. Whitaker for a licence to sell by retail intoxicating liquors (except Chinese wines and spirits) in the house and appurtenances thereto belonging known as No. 1, Queen's Road East under the name of the Victoria Hotel, in exchange for and on surrendering the licence now held by the applicant in respect of the premises known as the Prada East Hotel.

Mr. F. A. Hazelton presided. The other Justices present were:—Mr. J. R. Wood (second police magistrate) Captain Badley (Captain Superintendent of Police) and Mr. C. A. D. Melbourne.

Mr. F. C. Barlow, of Messrs. Goldring, Barlow and Morell, who was for the applicant, said that the application was before the Justices on June 25th, at which meeting Mr. Shelton Hooper appeared. He found that what he said on that occasion was incorrect. Mr. Hooper's appearance only rendered him liable to a penalty, but proceedings could also be taken. Mr. Hooper, on that occasion, said he had an objection to make, but he advanced it at the private sitting instead of before the public. That was sufficient reason to invalidate the meeting. What Mr. Barlow suggested was that Mr. Hooper should have made the objection in public, and that was the reason that the second application was made. The applicant, naturally, considered that he had not been given a fair hearing. If sufficient objection had been brought properly forward, the applicant would have been satisfied. He trusted to the chance of getting a fair hearing with regard to that application, which was slightly different, in form, that was necessary if he had to petition the Governor. The reason that he was pressing for a removal was, as he had said before, the traffic had been diverted from the existing premises, which were unsatisfactory owing to the mud and water which covered the floors. The general convenience of the public lies in the removal of the premises, as the present site was very inconvenient.

The licensee was fully entitled to consideration because all licences paid heavy fees. The public were also entitled to consideration, because the new premises would be much more suitable for the convenience of the people in that district.

Mr. Barlow believed his client is the only British licensee on the register with the exception of the Hongkong Hotel. There were no merits in that particular case, but Mr. Whitaker was apt to say, with a certain amount of justice, that the other licensee got considerable facilities for removing their licences about, but the first application made on his behalf was refused, and that, so far as he knew, without any objection, excepting the announcement made by Mr. Hooper, that he proposed to bring an objection, which, presumably, he did. He asked the Justices to seriously consider the fact that traffic had gone to another place. His client had been losing money and he hoped to be in a better position to make it on the new premises.

The application to move the Privy Council was made by Mr. C. J. Alabaster. Mr. W. Slade (for the respondent) took some objections to the manner in which the petition was drawn up. But this was soon rectified, and the application was granted.

**HONGKONG WATER POLO SHIELD COMPETITION.**

**SECOND ROUND.**

To-morrow the 8th Coy. Royal Garrison Artillery will meet the Corinthian Yacht Club, and on Thursday at 6 p.m., the Lusitano Recreation Club will meet the V. R. C. The latter game is expected to be a good and fast one, both teams being composed of experienced players.

The Grand Council intends to telegraph to H.E. Tai Hung-tze, Ambassador to Russia, ordering him to negotiate with the Russian Government in regard to T'aoanfu and demand the evacuation of the Russian troops there.

The Chinese Engineering & Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending June 26 amounted to 19,129.65 tons and the sales during the period, to 19,689.89 tons.

Mr. Charles Vigor, a veteran journalist and an old "Gallery" hand, who had been in the Middle East and Far East for something over twenty years, died of Bright's disease in the Calcutta General Hospital, on May 29. He had held many appointments on many newspapers between Bombay and Kobe, including several in Shanghai. He was, when put to it, a really capable man but preferred the wandering life to the more sedentary surroundings of a fixed position. He acted as war correspondent in Manchuria, and suffered considerably in health as a consequence. Mr. Vigor was 78 years of age.

**TYPHOON WARNING.**

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 12 o'clock noon-to-day.

At 11 a.m. Cyclone or typhoon East of Luzon more than 300 miles distant, direction unknown.

We are informed by the Agents (Mastigeries Maritimes Co.) that the cargo of silk shipped on board the Polyphemus which left this port on the 8th inst., was delivered in Lyons on the 10th inst.

**IMPERIAL BANK OF CHINA.**

PRIVY COUNCIL TO BE MOVED.

This morning, in the Supreme Court, the Chief Justice and Mr. Justice Gompertz presiding, an application was made by the Imperial Bank of China for leave to appeal to the Privy Council against the decision delivered by the Full Court the other day against them in favour of Mr. Leung Shui Kong, claimants to the Canadian Pacific Railway Company, who claimed:—

(1) To recover the sum of \$346,045.65, being the amount of surety of one Leung King Wo, deceased, under a written contract dated 28th August, 1897.

(2) Compound interest at

## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 11 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.

"MONTEAGLE"

WEDNESDAY, JULY 14TH.

"EMPEROR OF INDIA"

SATURDAY, JULY 24TH.

"EMPEROR OF JAPAN"

SATURDAY, AUG. 14TH.

"EMPEROR OF CHINA"

SATURDAY, SEPT. 4TH.

"Monteagle"

Stearns will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamer on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). . . . . . 71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port . . . . . 63.

Via New York . . . . . 65.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to

J. W. GRADI, JR., General Manager,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Steamship On  
SGAPORE, PENANG & CALCUTTA LAISANG . . . . . TUESDAY, 13th July, Noon.  
SHANGHAI VIA NINGPO CHOYSANG . . . . . WEDNESDAY, 14th July, Noon.  
MANILA YUANSANG . . . . . FRIDAY, 16th July, 4 P.M.  
MANILA LOONGSANG . . . . . FRIDAY, 23rd July, 4 P.M.  
SHANGHAI, YOKOHAMA, KOBE KUTSANG . . . . . FRIDAY, 30th July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).  
The steamers "Kutang", "Nansay" and "Kokang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Telephone No. 61, Hongkong, 10th July, 1909.

General Manager.

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SAILINGS SUBJECT TO ALTERATION.  
FOR STEAMERS TO SAIL.  
MANILA . . . . . "TAMING" . . . . . 13th July, 3 P.M.  
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN . . . . . "KUEICHOW" . . . . . 13th " 4 P.M.  
SHANGHAI . . . . . "ANHUI" . . . . . 17th " "  
TSINGTAU, CHEFOO & NEWCHWANG . . . . . "NANCHANG" . . . . . 17th " "  
NINGPO & SHANGHAI . . . . . "PAKHO" . . . . . 17th " "  
SHANGHAI . . . . . "LINAN" . . . . . 18th Daylight.  
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS . . . . . "TAIYUAN" . . . . . 19th " 4 P.M.  
MANILA . . . . . "TEAN" . . . . . 20th " 3 P.M.  
SHANGHAI . . . . . "CHINHUA" . . . . . 22nd " 4 P.M.  
SHANGHAI . . . . . "CHENAN" . . . . . 23rd Daylight.  
Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER. Twice Weekly.  
S.S. "LINTAN" and S.S. "SANJU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS ("Anhui", "Chenan", "Linan", "Chinhua")—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 36, Hongkong, 12th July, 1909.

Agents.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 17th July, at Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 24th July, at Noon.

For Freight or Passage, apply to

SHewan, Tomes & Co.

GENERAL MANAGERS.

Telephone 151, 152, 153, 154.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU . . . . . 5,000 tons gross . . . . . SAIL 30th Aug., 1909, at Noon.  
S.S. HONGKONG MARU . . . . . 6,000 " . . . . . 26th Oct., 1909, at Noon.  
S.S. MANSHU MARU . . . . . 5,000 " . . . . . 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909. [257]

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For Steamer . . . . . Tons Leaves  
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, "FITEPATRICK" . . . . . 4,410 . . . SATURDAY, 31st July.  
SHIMIDUZU AND YOKO . . . . . Capt. E. R. Hutchinson  
HAMA . . . . . "SKATTE MARU" . . . . . 6,178 . . . . . 28th Aug.  
Capt. . . . . "

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL YANGTZE RIVER AND NORTH CHINA PORTS, BY THE STEAMERS TO SHANGHAI.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shangha.

For Steamship . . . . . Tons Leaves  
SWATOW, AMOY & TAMSUI . . . . . "DAIGI MARU" . . . . . SUNDAY, 18th July.  
Captain . . . . . " 10 A.M.  
NPING V. SWATOW & AMOY . . . . . "SOSHU MARU" . . . . . WEDNESDAY, 21st July.  
Captain K. Sugi . . . . . 10 A.M.  
SHANGHAI VIA SWATOW, "BUJUN MARU" . . . . . THURSDAY, 22nd July.  
AMOY AND FOOCHOW . . . . . Captain . . . . . 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 12th July, 1909. [499]

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1909

MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID . . . . . KAWACHI MARU, Tons 6500 . . . WEDNESDAY, 21st July, at Daylight.  
Capt. H. Petersen.

VICTORIA, B.C., & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKO, KAICHI, SHIMIDUZU AND YOKOHAMA . . . . . AKI MARU, Tons 7000 . . . TUESDAY, 20th July, at 4 P.M.  
Capt. K. Sato.

SYDNEY AND MEI BOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE . . . . . KAGA MARU, Tons 6500 . . . TUESDAY, 17th August, at 4 p.m.  
Capt. M. Higino.

NIKKO MARU, Tons 6000 . . . FRIDAY, 6th August, at Noon.  
Capt. T. Ekinne.

ATSUTA MARU, Tons 9000 . . . FRIDAY, 3rd September, at Noon.  
Capt. Wm. Thompson.

YOKOHAMA . . . . . YETOHOU MARU, Tons 4500 . . . TUESDAY, 13th July, at 5 P.M.  
Capt. K. Soyeda.

BOMBAY MARU, Tons 5000 . . . THURSDAY, 15th July, at 5 P.M.  
Capt. W. A. Evans.

INABA MARU, Tons 6500 . . . FRIDAY, 23rd July, at 5 P.M.  
Capt. R. Takeda.

NIKKO MARU, Tons 6000 . . . WEDNESDAY, 4th August, at Noon.  
Capt. M. Yagi.

ATSUTA MARU, Tons 9000 . . . FRIDAY, 30th July, at 5 P.M.  
Capt. Wm. Thompson.

YOKOHAMA . . . . . YETOHOU MARU, Tons 4500 . . . TUESDAY, 13th August, at 5 P.M.  
Capt. K. Soyeda.

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YOKOHAMA . . . . . YETOHOU MARU, Tons 4500 . . . TUESDAY, 13th August, at 5 P.M.  
Capt. K. Soyeda.

YOKOHAMA . . . . . YETOHOU MARU, Tons 4500 . . . TUESDAY, 13th August, at 5 P.M.  
Capt. K. Soyeda.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/8
Do. demand	1/8 1/16
Do. 4 months' sight	1/9 1/16
France—Bank T.T.	2/19
America—Bank T.T.	4/21
Germany—Bank T.T.	1/78
India T.T.	1/73
Do. demand	1/14
Shanghai—Bank T.T.	7/4
Singapore—Bank T.T. per H.K. \$100	7/4
Japan—Bank T.T.	8/4
J.W.—Bank T.T.	10/47
Bankers	1/9 1/16
4 months' sight L/C	1/9 1/16
5 months' sight L/C	1/9 1/16
10 days' sight San Francisco & New York	4/3
4 months' sight do.	1/44
go. dars. sight Sydney & Melbourne	1/9 7/16
6 months' sight France	2/23
6 months' sight Germany	1/82
Bar Silver	23 9/16
Bank of England rate	21 X
Sovereign	11/38

## SHIPPING AND MAIIS

## MAILS DUE

Australian (*Talyman*) 14th inst.German (*Peter Ludwig*) 14th inst.Indian (*Gregory Apcar*) 15th inst.The s.s. *Kamele* left Manila on 11th inst.

and is due here to-morrow.

The C. N. Co.'s *Lion* left Shanghai on 1st inst., and is due here on 14th inst.The Danish s.s. *Indien* left Port Said on 5th inst., and may be expected here about the beginning of August.The Imperial German Mail s.s. *Manila* left Sydney on 1st inst., p.m., and may be expected here on 24th inst.The Russian Volunteer Fleet s.s. *Kiev* left Singapore on 9th inst., and may be expected here on 15th inst., a.m.The *Apcar* Co.'s s.s. *Gregory Apcar* from Calcutta left Singapore on 10th inst., and may be expected here on 15th inst.The s.s. *Smita*, due here at daylight on 15th inst., will leave for Marseilles, London, and Antwerp in the afternoon of the same day.The C. P. R. Co.'s *Empress of China* arrived at Kobe at 8:30 p.m. on 9th inst., and left again at noon Saturday, for Yokohama, where she is due to arrive at 2 p.m. on 11th inst.The M. M. Co.'s *Ernest Simons* left Singapore on 12th inst., at 5 p.m., and is expected here on 19th inst., morning, and will leave for Shanghai and Japan on the same afternoon.The C. P. R. Co.'s *Empress of India* arrived at Kobe at 5:30 p.m. on 9th inst., and left again at midnight, same day, via Nagasaki for Shanghai, where she is due to arrive at 7 p.m. on 12th inst.The Imperial German Mail s.s. *Prinz Lud-wig* carrying the German Mails with dates from Berlin of the 16th ult., left Singapore on 10th inst., a.m., and may be expected here on 14th inst., at noon.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 12th at 6:0 a.m.—Black Ball hoisted.

On the 12th at 12:10 p.m.—The barometer has risen slightly in the neighbourhood of Hongkong, and fallen at Wuchow. The depression appears to have entered the coast in the vicinity of Kwong-Chau-wan. The return from Indo-China are lacking.

The barometer is inclined to fall in the Philippines, and pressure would appear to be low over the Pacific to the E. of Luzon.

The depression, lying in the neighbourhood of Wei-hai-wei yesterday, has moved away to the N.E.

Pressure remains high over the Pacific to the E. of Japan.

Moderate S.E. winds may be expected in the Formosa Channel, and fresh to strong S. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.53 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, E. winds, fresh; squally, showery.

2.—Formosa Channel, S.E. winds, moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, S. winds, strong.

## Ships Passed The Canal.

21st May—*Ernest Simons*, *Malta*, *Hysos*, *Mitsima*, *Maru*, *Pak Ling*, *Segova*, 25th May—*Yorck*, *Palma*, *Bavovitch*, 26th May—*Ambra*, *Ava Maru*, *Armand Kawagawa Maru*, *Bekta*, *Glamorganshire*, *Bulow*, *Orestes Konang St. Patroclus*, *Sikh*, 1st June—*Glen-carn*, *Cyrus*, *Dacre Castle*, *Inderawadi*, *Tydeus*, 4th June—*Tranquilar*, *Indrasoma*, *Promis*, *Sardina*, *Slyvona*, *Carmarvonshire*, *Tonkin*, *Machao*, *Nubia*, *Silesia*, *Aus*, 8th June—*Kleist*, *Beaslar*, *Yeado*, 11th June—*Darflinger*, *Jason*, *Tambu Maru*, 15th June—*Bendoran*, *Andalusa*, *Caldestra*, *Fakata Maru*, 16th June—*Syria*, *Indrasoma*, *Brilliant*, *Castles*, *Carmonthia*, *Kintuck*, *Stenior*, *Longships*, *Peking*, 21st June—*Achilles*, *Ernest Simons*, *Inaba Maru*, *Iyo Maru*, *Prince Bittel Friedrich*, *Pera*, *Prins Ludwige*, 20th June—*Bulgaria*, *Britogavia Glancis*, *Glenouan*, *Glenorgan*, *Indrapura*, *Leviathan*, 22d June—*Atalua*, *Maru*, *Indramaya*, *Ping Swee*, *Polyneisan*, *Somali*, *Surna*, 6th July—*Groben*, *Nippon*, *Benglo*, *Mornine*, *Silesia*, *Ger*, 9th July—*Perseus*, *China* (Aus), *Tonkin*, *Hitschi Maru*.Arrivals at Home—21st May—*Goeben*, *Vorwärts*, *Surge*, *Hitschi Maru*, 25th May—*Albion*, *Blitzkra*, *Illyria*, *Banca*, *Sumatra*, 26th May—*Perseus*, *Catay*, *Glenroy*, *Glacis*, *Ernest Simons*, 28th June—*Hysos*, 4th June—*Bulow*, *Kawagawa Maru*, 8th June—*Katson*, 10th June—*Palma*, 11th June—*Forster*, *Prince Tomba*, 15th June—*Tranquilar*, *Machao*, *Amira*, *Tydeus*, 18th June—*Hebe*, 20th June—*Hakato Maru*, *Derflinger*, 22th June—*Austria*, *Dacs Castle*, 29th June—*Bendoran*, *Indrasoma*, 2nd July—*Stenior*, *Kintuck*, *Peking*, 6th July—*Nubia*, *Brilliant*, *Littoral*, *Monmouthshire*, 9th July—*Bulgaria*, *Polyneisan*, *Pera*, *Prins Bittel*, *Wicklow*.

## Shipping.

## Arrivals.

Michael Johnson, Ger. s.s. 955, J. Petersen, 10th July— <i>Holbow</i> 9th July, Gen.—J. & Co.	
Do. demand	1/8 1/16
Do. 4 months' sight	1/9 1/16
France—Bank T.T.	2/19
America—Bank T.T.	4/21
Germany—Bank T.T.	1/78
India T.T.	1/73
Do. demand	1/14
Shanghai—Bank T.T.	7/4
Singapore—Bank T.T. per H.K. \$100	7/4
Japan—Bank T.T.	8/4
J.W.—Bank T.T.	10/47
Bankers	1/9 1/16
4 months' sight L/C	1/9 1/16
5 months' sight L/C	1/9 1/16
10 days' sight San Francisco & New York	4/3
4 months' sight do.	1/44
go. dars. sight Sydney & Melbourne	1/9 7/16
6 months' sight France	2/23
6 months' sight Germany	1/82
Bar Silver	23 9/16
Bank of England rate	21 X
Sovereign	11/38

Monteagle, Br. s.s. 3,953, S. Robinson, 7th July—*Vancouver* 13th June, and *Shanghai*, 4th July—*Mails and Gen.*—C. P. R. Co.

Muncaster Castle, Br. s.s. 3,650, P. Watson, 2nd July—*Philadelphia* via *Durban* 30th April, *Cast Oil and Wax*—D. & Co., Ltd.

Neumania, Ger. s.s. 2,794, H. Feldmann, 14th June—*Moj* 8th June, *Coal*—H. A. L.

Nashua, Br. s.s. 1,109, A. Jones, 7th July, *Hongey* 4th July, Gen.—B. & Co.

Rajah, Ger. s.s. 2,100, H. C. Reher, 3rd July, *Bank* via *Koishikawa* 6th June, *Rice* and *Wood*—B. & S.

Siberia, Am. s.s. 5,015, A. Zeeder, 7th July, *San Francisco* and *Shanghai* 4th July, *Mails and Gen.*—P. M. S. Co.

Taming, Br. s.s. 1,343, "A. Somerville, 9th July—*Swallow* 10th July, *Gen.*—D. L. & Co.

Tomoye Maru, Jap. s.s. 1,000, Benbasbi, 9th July—*Moj* 5th July, Gen.—M. K.

Yeddo, Swed. s.s. 2,468, Anderson, 9th July, *Singapore* 2nd July, *Gen.*—M. & Co.

Yedo Maru, Jap. s.s. 2,237, A. Kamatsu, 7th July—*Koratu* 1st July, *Coal*—Ataka & Co.

Yochow, Br. s.s. 1,206, *Wavall*, 29th June, *Moj* 23rd June, *Coal*—B. & S.

SAILING Vessel.

Sumatra, Ger. schooner, 520, C. Nauev, 22nd May—*New Guinea* 30th April, *Gen.*—M. & Co.

DOCK RETURNS.

HONGKONG AND WHAMPoa DOCKS.

Haiphong, at Kowloon Docks.

Haiyan, " "

H.M.S Handy, " "

Vorwarts, " "

Macau, " "

Ahui, Br. s.s. 1,350, Harris, 11th July, *Shanghai* 8th July, *Gen.*—B. & S.

Dagny, Nor. s.s. 883, Solvesen, 11th July, *Tsingtau* 4th July, *Salt*—Aagaard, Thorcen & Co.

H.M.S Bramble, " "

TAIKOO DOCKS.

Maple Leaf, at Quarry Bay Docks.

Hangchow, " "

Chinhus, " "

Yochow, " "

H.M.S Bramble, " "

COSMOPOLITAN

HONGKONG TIDE TABLE.

From July 12th to 18th, 1909.

HIGH WATER.

LOW WATER.

July 12th to 18th, 1909.

Hongkong Mean Time.

Height.

Hongkong Mean Time.

Height.

July 12th to 18th, 1909.

in denotes morning.

Afternoon.

July 12th to 18th, 1909.

in denotes morning.

Afternoon.

July 12th to 18th, 1909.

in denotes morning.

Afternoon.

July 12th to 18th, 1909.

in denotes morning.

Afternoon.

July 12th to 18th, 1909.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$120,000 }	\$1,000,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8—\$15,024 .....	41 % { \$1,000 sellers London £95
National Bank of China, Limited	10,025	£7	£6	{ £4,009 \$150,000 }	\$10,233	\$2 (London 3/6) for 1909 .....	554 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$125,757 \$41,990 \$125,000 }	none	\$14 for 1907 .....	78 % { \$1,000 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 305,747 Tls. 116,277 }	Tls. 160,513	Interim of 7/6 for 1908 .....	51 % { Tls. 110 buyers
Union Insurance Society of Canton, Limited	15,400	\$200	\$100	{ \$1,000,000 \$105,249 \$68,669 }	\$2,464,911	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 .....	52 % { \$85 sellers
Yangtze Insurance Association, Limited	15,000	\$100	\$60	{ \$1,000,000 \$84,475 \$100,04 }	\$7,703	\$12 and bonus \$3 for 1907 .....	71 % { \$230
FIRE INSURANCES.							
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$438,663 }	\$375,341	\$6 and bonus \$1 for 1907 .....	71 % { \$14 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$14,802 \$145,173 }	\$168,711	\$7 for 1907 .....	8 % { \$347 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,618 }	\$1,083	\$1 for 1906 .....	... { \$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 }	Nil	\$1 for year ending 30.6.1908 .....	7 % { \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$607,500 \$79,428 \$35,384 }	\$20,279	Final of 1/4 making \$2 for 1908 .....	78 % { \$12 buyers
Indo-China Steam Navigation Co., Ed. (Preferred) Do. (Deferred)	60,000	£5	£5	{ £10,000 £40,000 }	£1,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16—£5, £54 .....	... { \$66
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 95,000 \$70,000 \$10,000 }	Tls. 14,510	Final of the 1/4 making Tls. 31 for 1908 .....	71 % { Tls. 50+ Tls. 53 66/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 \$1,600,000 }	£1,817	Final of 1/2 for 1908 and interim of 1/- for 1/-/c 1909 .....	... { \$26
"Star" Ferry Company, Limited	10,000	Tls. 50	Tls. 50	{ \$1,000 \$45,848 }	\$3,241	{ \$1.00 for year ending 10.4.1909 \$0.50 for year ending 10.4.1909 .....	4 % { \$15
Takki Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 48,479 Tls. 44,100 Tls. 8,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 1/4 making Tls. 21 for 1908 .....	11 % { Tls. 45 buyers
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$100,000 \$10,000 }	Dr. \$5,858	\$5 for year ending 31.12.08 .....	31 % { \$740 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 }	Dr. \$135,813	\$3 for 1897 .....	... { \$55
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 9,173 }	Dr. \$135,813	\$3 for year ending 31.8.08 .....	... { \$125 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,389 }	Dr. £11,556	{ Interim of 1/6 (coupon No.12) for year ending 29.2.09 .....	7 % { Tls. 18.20 b.
Ribb Australian Gold Mining Company, Limited	10,000	£1	£1	{ £1,000,000 }	Dr. £2,191	No. 12 of £1—48 cents .....	... { \$81 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$42,976 }	Dr. \$7,431	\$1.75 for year ending 31.12.08 .....	... { \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$50,000 \$12,806 }	Dr. \$9,103	Final of \$1/2 making \$11 for 1907 .....	... { \$161 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £40,000 £97,191 }	£1,87,798	Final of £4 making £8 for 1908 .....	567 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 100,000 \$100,000 }	Tls. 6,16	Final of Tls. 21 for year ending 3.4.09 .....	71 % { Tls. 801 sellers [ex div.]
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 60,735 Tls. 50,000 Tls. 18,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....	64 % { Tls. 155 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$35,000 }	Dr. Tls. 4,134	Tls. 6 for year ending 20.2.00 .....	53 % { Tls. 104 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	£50	£50	{ £10,000 £10,000 }	£2,420	\$2 for year ending 30.6.07 .....	... { \$10
Central Stores, Limited	8,000	£50	£50	{ £50,000 }	£24,61	\$20 on old and 60 cents on first new issue .....	... { \$18
Hongkong Hotel Company, Limited	8,000	£50	£50	{ £13,975 }	£299	Final of \$3 making \$6 for 1908 .....	... { \$10
Hongkong Land Investment and Agency Co., Ltd.	50,000	Tls. 100	Tls. 100	{ Tls. 50,000 }	£20,475	Final of \$3 making \$7 for 1903 .....	61 % { \$10 b. new
Humphry's Estate & Finance Company, Limited	150,000	£10	£10	{ £10,000 \$45,261 }	£20,475	60 cents for 1908 .....	64 % { \$4 buyers
Kowloon Land and Building Company, Limited	6,000	£50	£50	{ £50,000 }	£278	\$1 for 1908 .....	5 % { \$30
Shau-hai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,123,045 Tls. 322,000 }	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908 .....	64 % { Tls. 120 buyers
West Point Building Company, Limited	12,500	£50	£50	{ none }	£1,968	Final of \$2 making \$4 for 1908 .....	84 % { \$461
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	Dr. \$8,830	Tls. 5 for year ended 31.10.1908 .....	47 % { Tls. 134 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £15,000 £15,000 }	£9,553	50 cents for year ended 31.7.08 .....	6 % { \$81 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8%) .....	... { Tls. 92 buyers
Laou-kung-nan Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 4 for 1908 .....	... { Tls. 141 buyers
Sey Chee Cotton Spinning Company, Limited	8,000	Tls. 100	Tls. 100	{ Tls. 11,172 }	Tls. 15,911	Tls. 4 for 1906 .....	... { Tls. 370 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	£1/6	£1/6	{ £1,500 }	£648	1/10 per share for 1907—£1,037 .....	10 % { \$105 sellers
China-Borneo Company, Limited	60,000	£12	£12	{ £40,000 }	Nil	£1,20 or 19.8 .....	8 % { \$690 sellers
China Light and Power Company, Limited	100,000	£10	£10	{ £10,000 }	£61,138	50 cents for year ended 28.2.06 .....	8 % { \$9,60 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	{ £10,000 }	£5,407	80 cents for 1908 .....	516 % { \$104 a. b. b.
Dairy Farm Company, Limited	40,000	£7 1/2	£6	{ £10,000 }	£1,20	£1-30 for year ending 31.7.08 .....	78 % { \$104 sellers
Green Island Cement Company, Limited	400,000	£10	£10	{ £10,000 }	£3,750	Final of 50 cents making 60 cents for 1908 .....	10 % { \$12 sellers
H. Price & Company, Limited	12,000	£10	£10	{ £5,000 }	£251	75 cents for 9 months ending 31.12.07 .....	8 % { \$12
Hall & Holt, Limited	21,000	£20	£20	{ £20,000 }	£2,057	\$2 for year ending 29.2.09 .....	94 % { \$23
Hongkong Electric Company, Limited	60,000	£10	£10	{ £10,000 }	£8,957	\$1 and bonus 20 cents for year ending 29.2.09 .....	6 % { \$20 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	{ £15,000 }	£1,193	Final of \$15 per share making \$7 for 1908 .....	123 % { \$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	{ £10,000 }	£7,616	Final of \$1 per share making \$2 for 1908 .....	88 % { \$155 sellers
Maatschappij tot Mijn-, Bouw- en Landbouwzaak in Langkat, Limited	25,000	Grs. 100	Grs. 100	{ Tls. 547,500 Tls. 62,914 }	Tls. 116,682	£100 per share for 1909—£1,037 .....	4 % { Tls. 1,060 b. b.
Peak Tramways Company, Limited	25,000	Grs. 100	Grs. 100	{ none }	£2,204	£1,20 or 19.8 .....	6 % { \$14 buyers
Peak Tramways Company (new)	25,000	£10	£10	{ none }	£18,640	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.09 .....	3 % { \$8 buyers
Philippine Company, Limited	75,000	£10	£10	{ none }	Tls. 6,603	None .....	... { Tls. 113 sellers
Shanghai Gas Company, Limited	14,000	Tls. 50	Tls. 50	{ Tls. 24,520 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908 .....	48 % { Tls. 168 b. b.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 20,000,000 }	Dr. £36,602	Final of 3/-making 4/-for 1908 .....	54 % { Tls. 415 buyers
Shanghai Waterworks Company, Limited	16,850	£20	£20	{ none }	£1,20	40 cents for year ending 31.5.08 .....	8 % { \$51 buyers
South China Morning Post, Limited	6,000	£5	£5	{ none }	Tls. 201	Tls. 64 for year ending 30.4.07 .....	55 % { Tls. 94 buyers
Tianjin Waterworks Company, Limited	20,000	Tls. 100	Tls. 100	{ Tls. 15,295 }	Tls. 172	60 cents for year ending 31.12.08 .....</	